





## Whig and Courier.

John S. Hayward, Editor.

SATURDAY, DEC. 25, 1853.

FIRST PAGE.

ran yesterday probably kept many a mother's hand busy. The many beautiful articles, offered as presents for the holidays, are late as yet, by any means, for this is the season for their sale. We omitted a few days ago, among the popular articles in gift articles, our young friends, Dan's home, on Kenduskeag Bridge, and John El's home, on Main Street. They have a handsome amount of jewelry and fancy articles, just the things for holiday presents, making the grand tour among the works of art and of fancy and fun, our friends are sure and give these young and elegant presents for public favor a pleasant

our postcards are out with a sum for their art on the Christmas holiday and gift season. The claim is a good one, and moreover very much like a duty for living people to possess a likeness of him to save to his friends in case of his death. And our daguerreotype artists, such as taken by the Messrs. Barnham on Main Street, and by Jordan in South's Block, is a propitious and very elegant present to

the "Mid States Sentinel" by a large number, and a joint resolution authorizing the committee to confer the rank of Lieutenant in the army for military services. The new rank, it will be remembered, is an acknowledgment of the military services of Gen. Scott, and particularly in Mexican war. It is probable that the resolution will meet with but little opposition in

Cavanagh, the Indian lecturer, has been notified that he will deliver a lecture on the "Argus" in the columns of the Whig and Courier.

the first page of our paper to-day, a given variety of articles appropriate to the day, Christmas, and we would wish to call all a "Merry Christmas"

the 1st of January next, the sale of every article will be forever prohibited in

the law.

New Year's Day.

the Whig and Courier.

the 1st of the Year is coming.

gathering about him his robes of

retiring into the Past. When

every man small have told off in solemn

another seven, he will shake his hoary

tokens of long life, and the last

will come forth, break and joyful to

place, full of smiles and fair speeches,

with such gay hopes and fresh promises,

old and young. With tears and fond

and hearts full of forgiveness and ben-

ed, we shall wave our last farewell to

the Year, and then go forth to the grand

of his successor. Shall we hail his ad-

holy halcyons, or path becalming?

Sbs! We bring fresh garlands of sweet

meant, and fragrant "hearts ease!"

each his peaceful affections, or shall we do

with precious human souls?

the stream of social intercourse on that

day, and unaccompanied, or shall it be

soned with a foot infusion of sorrow and dis-

Answer me I pray you my fair fellow!

the fashionable voices of staid

ers. To you the given and your voices

to decide its character. It is for you to

either it shall be a day from whence shall

forth to the future, consoling, hopeful,

memories, or remorseful dreams and

meditations? Let it be a merry festival

you make it a perilous one. To you it

but a day of mirth, or perhaps of tri-

while other hearts await its close with

rejoicings. I see the mother sitting

holy home, the home of a widow, and

lights come and go painfully as the sound

parting footsteps die upon her ear. She

others how she has watched and prayed

for her only son, and how from infancy his

has been her life's blessing. She knows

store, open, manly, generous, and withal

on bows at the shrine of Beauty, and she

thinks as she thinks that this day has en-

countering influences which may be wielded for

her salvation or her destruction. Ah! she thus

in all that has been and all that may be

Pen a bestowal upon her the power of a second

and, and she seems to follow him as he goes

forth upon his journey. Proudly she marks

the fascinating smile of welcome with which he

comes, "J, nor wonders much that health and

may make their best efforts to please him—

to would him surrounded with sparkling

and dashes of merriment, and much de-

he eyes and the appetite. But when he

comes, we are cup from some gentle hand

and it is to his lips, all the gaiety of the scene

vanishes, a dim, sad gathers over her, and she

smiles faded that reducing spots peer through

these days of the "Main Liquor Law." And

pay, let not the fair hands of women pull down

upon their heads the ruin which Statesmen and

Philanthropists are laboring to avert.

Bangor, Dec. 25, 1853.

To the Editor of the Whig and Courier.

Sir—You are requested to give information

as to the fact, whether or not the citizens of

Bangor are really friendly to Railroad enter-

prises, and whether some prominent members

of our City Council truly represent their views

and the true interests of Bangor.

A portion, how many, I do not know, are

talking, if not acting in opposition to granting

to the Penobscot Railroad Corporation the rights

and franchises, to which they are clearly entitled.

This road, now under contract is a prime work-

ing enterprise and reflects great credit upon the

Proprietors, who are vigorously pushing forward

the work and notwithstanding the jealousy and

suspensions from a certain source, this road is

a sure to be completed and will prove one of

the very best investments in New England.

terminating at the junction of the Kenduskeag

with the Penobscot, it will be of immense ad-

vantage to the lumbering interests and add

many thousands to the value of real estate in

that portion of the city.

The citizens of Bangor ought to subscribe

liberally to the stock of this road and our city

authorities should take pleasure and pride in

doing everything reasonably within their power

to aid and encourage it.

If obstructed or thrown in their way, the

proprietors may properly complain, and if too

creating the Company may cross the Penobscot,

at least nearly opposite Lowry's and run

their road to Brewer, and perhaps, continue on

to Bangor. A charter might be readily ob-

tained for this purpose and a large subscription

procured. This is not a very idle suggestion

and Bangorians may well take heed and be

wise in time.

Quartz.

Bangor, Dec. 24, 1853.

Captain Lowder's Letter.

To the Editor of the Whig and Courier.

Dear Sir—Notice on board your Courier

of the 23rd inst., and snugly stowed away in

one of your columns, my name purporting to

be a remonstrance against the Penobscot Rail-

road crossing our long and well established

road. You have said right I do remonstrate

against it, for good reasons. But as my name

will travel on board your Courier, I wish the

public to know that I am not hostile against the

road, nor any such improvements. I have told

the proprietors of the above named road, to cross

my domain on any part or point that suits them.

All I ask of them is nominal damage, but spare

our road. It has been a citizen of this city,

40 years. My father settled on the farm I now

live on, in the year 1763, placed there by Gov.

Pownall, Commander in Chief of the Colony of

Massachusetts, he, my father, then holding a

commission under his Britannic Majesty, with

a Sergeant's guard, for the purpose of keeping

up alliance with the Indians, which he did

until the Declaration of Independence. Then he

lost his commission at his Majesty's feet,

and boldly espoused the cause of his country.

I love the road, I love to walk on the banks

of the Old Penobscot. I love to ramble over

the land my father walked in his youthful days,

and view the waters of the Penobscot. As I

have been somewhat acquainted with the water,

lived, and done business so many years on the

mighty deep, I love to see the water.

Besides, sir, had not the citizens of Bangor,

ought to have some regard to that beautiful

place, called Mount Hope, that God has so

majestically reared up, and planted a grove of

beautiful Oaks around the South side, to pro-

tect it, and our citizens, have so beautifully

arranged the North side for their last resting-

place. Sir, supposing you were following one

of your dear friends to the grave, in solemn

procession, these would be likely to come to

you a small low but distinct voice, "Be you

also ready. These are solemn thoughts."

Right! there comes the Iron Horse, enjoying

and dragging a long train of cars! All hubbub

and confusion until the scene is over.

My father, spoken of before, died at a good

old age, in 1814, and has been buried three

times since. Once under the Masonic Order,

and twice, by the City Porters. And, sir, the

last where the dust and mouldered bones of my

father lie, is too valuable for that purpose,

and must be sold, his dust go to fill up Den-

negue Cove or some hollow. O, sir, my old

head thumps too hard to say any more of it at

present.

I will turn to the Railroad again. I say they

can run their track so as to keep entirely South

of the road, or clean show them an entire new

route, better than any they have explored.

Yours &c.

W. LOWDER.

CONGRESS.

WASHINGTON, Dec. 22.

IN THE SENATE.

Mr. Russ had the appointment of Mr. Atch-

son as President of the Senate made a vacancy

in the Committee on Indian Affairs. He moved

that the chair fill that vacancy.

Messrs Hale and Sumner presented petitions

in favor of giving further remedies to penitenti-

aries, also a petition in favor of an adjustment

of national difficulties by arbitration.

Mr. C. then introduced a bill for the construction

of a Railroad and branches, and for the estab-

lishment of postal arrangements between the

Atlantic and Pacific oceans, and for affording

facilities for commerce and travel.

Mr. Chase moved the necessity of action on the

bill.

Mr. Mangum considered it of vast national

importance, and presented therefor a resolution

of necessity of a reference.

Mr. Bright remarked that he was in favor of

a reference.

Mr. Grant replied that it had been originally

reported on by three Commissions, and there was

no need for further reference.

Mr. Stockton said he was opposed to the whole

scheme from beginning to end. He had no

idea of the United States constructing such a

Railroad. He was decidedly in favor of a refer-

ence.

The bill was finally laid on the table, and the

bill of last session on the same subject was taken

up and passed by a vote of 23 yeas and 12 nays.

The bill was then laid on the table, and the

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Androscoggin and Kennebec  
RAIL ROAD.

WINTER ARRANGEMENT.  
COMMENCING OCT. 1, 1892.

After Monday, Oct. 1, 1892, the following trains will run daily (Sundays excepted):  
Leave Bangor for Portland at 5:00 A. M. and 1:00 P. M.  
Leave Portland for Bangor at 5:00 A. M. and 1:00 P. M.  
Through tickets for Bangor and Portland, and for Bangor and Portland via Lewiston, will be sold at the rate of \$1.00 for the round trip, and \$1.50 for the round trip via Lewiston.

EDWIN NOYES, Sept. 25, 1892.

RAIL ROAD CO.  
NOTICE.

THROUGH TICKETS.  
For Monday, November 29th, 1892.

FAST TRAVELING!  
Another Channel open to the great South and West.

ROUTE BY THE PITTSBURGH, CHESHIRE, AND RUTLAND & WASHINGTON.

AND TROY & BOSTON RAILROADS.

Leave the Fitchburg Railroad Station, Bangor, at 7:45 A. M., reaching Troy, N. Y., at 1:00 P. M.

From Troy, N. Y., the distance from Boston to Chicago, via the Chicago & North Western Railroad, is 30 hours, thus saving 10 hours over the route via Bangor.

For full particulars, apply to the Ticket Agent, Bangor, or to the Ticket Agent, Troy, N. Y.

Second class fare to the principal places.

For (8 hours): \$1.25 (Bangor) \$1.50 (Troy) \$1.75 (Chicago) \$2.00 (Boston) \$2.25 (New York) \$2.50 (Philadelphia) \$2.75 (Washington) \$3.00 (Troy) \$3.25 (Chicago) \$3.50 (Boston) \$3.75 (New York) \$4.00 (Philadelphia) \$4.25 (Washington) \$4.50 (Troy) \$4.75 (Chicago) \$5.00 (Boston) \$5.25 (New York) \$5.50 (Philadelphia) \$5.75 (Washington) \$6.00 (Troy) \$6.25 (Chicago) \$6.50 (Boston) \$6.75 (New York) \$7.00 (Philadelphia) \$7.25 (Washington) \$7.50 (Troy) \$7.75 (Chicago) \$8.00 (Boston) \$8.25 (New York) \$8.50 (Philadelphia) \$8.75 (Washington) \$9.00 (Troy) \$9.25 (Chicago) \$9.50 (Boston) \$9.75 (New York) \$10.00 (Philadelphia) \$10.25 (Washington) \$10.50 (Troy) \$10.75 (Chicago) \$11.00 (Boston) \$11.25 (New York) \$11.50 (Philadelphia) \$11.75 (Washington) \$12.00 (Troy) \$12.25 (Chicago) \$12.50 (Boston) \$12.75 (New York) \$13.00 (Philadelphia) \$13.25 (Washington) \$13.50 (Troy) \$13.75 (Chicago) \$14.00 (Boston) \$14.25 (New York) \$14.50 (Philadelphia) \$14.75 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